



*City of  
Encinitas*

December 27, 2001

*Christy Guerin*  
Mayor

Dan Leavitt  
Deputy Director  
California High Speed Rail Authority  
925 L Street, Suite 1425  
Sacramento, CA 95814

*James H. Bond*  
Deputy Mayor

Dear Mr. Leavitt:

*Dennis Holz*  
Council Member

Just a note to thank you for meeting with us on December 19<sup>th</sup> 2001 to discuss the City's objections to North County Transit District's plans to immediately implement the Encinitas Passing Track.

*Staggs Hamilton*  
Council Member

As expressed at our meeting, the City understands that rail infrastructure improvements are necessary along the corridor to help meet the transportation needs of the region and is not opposed to double tracking when evaluated and conducted properly.

*Jerome Stocks*  
Council Member

I appreciate your time and consideration and if I could be of any assistance in providing additional information, please contact me at (760) 633-2620 or Assistant to the City Manager, Richard Phillips at (760) 633-2616.

Sincerely,

*Kerry L. Miller*  
City Manager

Christy Guerin  
Mayor

C: Council members  
DBA

## DEPARTMENT OF TRANSPORTATION

DISTRICT 12  
3337 Michelson Drive Suite 380  
Irvine, CA. 92612-8894



## FAX AND MAIL

October 24, 2001

Mr. Dan Leavitt  
Deputy Director  
California High Speed Rail Authority  
925 L Street, Suite 1425  
Sacramento, CA 95814

File: IGR/CEQA  
SCH#:  
Log #:

Subject: Revised Draft High-Speed Train Alignments /Stations Screening Evaluation

Dear Mr. Leavitt,

Caltrans District 12 has reviewed the "Revised Draft, Los Angeles to San Diego via Orange County, High-Speed Train Alignments/Stations Screening Evaluation", July 25, 2001 and offers the following comments. The District review was limited to those segments within Orange County, Segment B – LA Union Station to Central Orange County (Anaheim) and Segment C – Central Orange County (Anaheim) to Oceanside. The technologies, alternatives and alignments that we request the Authority to study further are those that:

1. generally follow within/along the LOSSAN Corridor;
2. are compatible with existing rail, Steel-wheel-on-steel-rail; and
3. the alignments in Alternative B (B1a & B1b) and Alternative C (C1a, C1b & C4).

Caltrans is always available to provide assistance and information, on transportation issues to our communities as they continue to grow and prosper. Please continue to keep us informed of this project and other future developments, which could potentially impact our transportation facilities. If you have any questions or need to contact us, please do not hesitate to call me at (949) 724-2255.

Sincerely,

*Luisa Easter for*

Robert F. Joseph, Chief  
Transportation Planning Branch B

Cc: Terry Roberts, OPR  
Ron Helgeson, HDQRTRS Planning  
Luisa Easter, District Rail/Transit

## **A RESOLUTION REGARDING HIGH SPEED RAIL**

**Approved November 2, 2001**

**Whereas**, the California High Speed Rail Authority (CAHSRA) has issued a screening report to eliminate many options for the states high speed rail (HSR) system, and,

**Whereas**, they have asked for public comment prior to the November 14 board meeting when these recommendations will be adopted, and,

**Whereas**, one of the recommendations is to not to consider electrification between Irvine and San Diego in the LOSSAN corridor, and,

**Whereas**, this will require all through passengers to suffer an inconvenient transfer to continue their journey, and

**Whereas**, the Southern California air basin is one of the worst air pollution areas in the country, and,

**Whereas**, the Southern California Association of Governments and local air quality agencies have recommended railroad electrification as a means to reduce this pollution, and,

**Whereas**, electrification will permit direct operation of High Speed Rail trains from northern Cal to San Diego as well as existing conventional trains, now,

**THEREFORE, BE IT RESOLVED**, the Train Riders Association of California strongly objects to eliminating electrification south of Irvine and believes double tracking and electrifying this corridor from Los Angeles to San Diego is essential both for the future HSR system and the existing intercity and commuter services.



Richard L. Silver  
Executive Director



**San Diego  
ASSOCIATION OF  
GOVERNMENTS**

401 B Street, Suite 800  
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(619) 595-5300 • Fax (619) 595-5305  
www.sandag.org

November 8, 2001

Mr. Mehdi Morshed  
Executive Director  
California High-Speed Rail Authority  
925 L Street, Suite 1425  
Sacramento, CA 95814

Dear Mr. Morshed:

*Mehdi*

Thank you for the opportunity to comment on the Authority's Draft Screening Report and staff recommendations in preparation for the Authority's action on November 14, 2001. SANDAG continues to support the study of our two high-speed rail corridors linking San Diego with the rest of the state.

The San Diego High-Speed Rail Task Force reviewed this information at their November 1, 2001, meeting. Comments from the Task Force were forwarded to the SANDAG Executive Committee on November 2, 2001.

Based upon the Executive Committee's action, SANDAG has the following comments regarding the Draft Screening Report and staff recommendations:

1. *Coastal and Inland Corridors:*

- SANDAG concurs with the Authority staff recommendation that Maglev technology and other technology that cannot share tracks with existing rail services be dropped from further study.
- SANDAG continues to support an incrementally improved Coastal corridor and the further study of an electrified high-speed train service along the Inland Corridor.

2. *Coastal Corridor:*

- SANDAG supports the Authority staff recommendation to study a direct link between Los Angeles and LAX.
- SANDAG concurs with the Authority staff recommendation that only "non-electric" technology be looked at along the Coastal Corridor south of Irvine. The Task Force noted support from our region in the past for an incrementally improved Coastal corridor that would provide improvements not only for High-Speed Rail but also for existing intercity, commuter, and freight services.

3. *Inland Corridor:*

- SANDAG supports the Authority staff recommendation to further study the Carroll Canyon and Miramar Road alignment options for the Inland Corridor.
- SANDAG recommends the elimination of the Inland Corridor alignment option along SR-163 to Centre City San Diego from further study.
- SANDAG recommends that the Inland Corridor alignment option along I-15 to Qualcomm Stadium be extended to the San Diego International Airport, Centre City San Diego, and the International Border. If the Authority determines through further screening that an extended alignment is not feasible, SANDAG recommends that the I-15 to Qualcomm Stadium alignment option be eliminated from further study.

We look forward to the continued working relationship between our two agencies. If you have any questions about these comments, please contact either myself at (619) 595-5300 or Linda Culp of our staff at (619) 595-5357.

Sincerely,

  
GARY L. GALLEGOS  
Executive Director

GLG/LC/cd

cc: Lori Holt Pfeiler, Chair  
San Diego Regional High-Speed Rail Task Force



November 8, 2001

Board of Directors  
California High-Speed Rail Authority  
925 L Street, Suite 1425  
Sacramento, CA 95814

Dear Board of Directors:

The City of Irvine supports continued study of high-speed rail service to Irvine and through Orange County, and it appreciates the opportunity to be involved in the California High-Speed Rail Authority's (Authority) formal environmental review process. Initial corridors studied by the Authority had an enormous potential impact on Orange County communities. It is gratifying to see how the Authority has worked with, and listened to, the City of Irvine, as well as other Orange County cities, both directly and through a local agency working group established by the Orange County Transit Authority.

Specifically, the City of Irvine does not support the proposed Pacific Electric Right-of-Way (PE ROW), I-5, San Joaquin, and Foothill Corridor alignments. The PE ROW alignment would impact many residential communities and would not serve the City of Irvine. The I-5 alignment has serious issues with capacity and the ability to construct it, and it conflicts with projects already planned. The San Joaquin and Foothill Corridors would miss major employment areas. Like the PE ROW corridor, the San Joaquin Corridor would not serve Irvine. For these reasons, the City of Irvine is pleased that these alignments are recommended to be eliminated from further study.

The City of Irvine supports the recommendation to continue studying the Los Angeles-San Diego (LOSSAN) alignment, with the Irvine Transportation Center as a station location. It strongly supports direct (no transfer) service of the proposed statewide electrified high-speed train service to the Irvine Transportation Center. Although concerns with this alignment have been expressed by some Orange County cities, Irvine expects that these impacts can be fully mitigated and will be addressed in the further planning of the Authority.

Thank you for the opportunity to express the City's support and to provide further comments. At your November 14, 2001 board meeting, we urge you to approve Authority staff's recommendations for further study of the LOSSAN corridor in Orange County and to include the Irvine Transportation Center as a station location. We look forward to continuing to work with you on this important project.

Sincerely,

A handwritten signature in dark ink, appearing to read "James H. Eldridge". The signature is fluid and cursive, with a large initial "J" and a stylized "E".

JAMES H. ELDRIDGE  
Director of Public Works

c: Marty Bryant, Deputy Director of Public Works  
Jon Toolson, Project Development Administrator  
Shawn Thompson, Senior Civil Engineer  
Farideh Lyons, Senior Transportation Analyst



**DEPARTMENT OF TRANSPORTATION**

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November 8, 2001

Mr. Mehdi Morshed  
Executive Director  
California High-Speed Rail Authority  
925 L Street, Suite 1425  
Sacramento, CA 95814

Dear Mr. Morshed:

This letter is regarding the California High-Speed Rail Authority's (CHSRA) staff recommendations for alternative alignments for the Los Angeles-San Diego Rail Corridor (LOSSAN). The California Department of Transportation (Department), Division of Rail is pleased to submit the following comments on the screening of alternatives for high speed rail improvements.

For the LOSSAN corridor, especially the portion in southern Orange County and in San Diego County, the CHSRA staff has recommended that the most feasible approach for high speed rail service along the coast line is an incremental upgrade to the existing rail corridor. The capital investments needed for this upgrade are consistent with the recommendations included in the Department's *California State Rail Plan* for 2001-01 to 2010-11, and also correlate well with the Amtrak 20-year rail plan of capital investments for the LOSSAN corridor. More specifically, we concur that joint use of the existing corridor, by both conventional intercity trains and high speed rail service, running at reduced speeds through urban areas is more cost effective than totally separate, dedicated high speed tracks in the same rail rights of way. Implementation of this joint use concept will require capital improvements to create the capacity and level of service needed for both existing passenger trains and future high speed rail service.

The Department looks forward to participating in the completion of technical studies, funded by CHSRA and the Department that will provide the basis for program level environmental documents for LOSSAN Corridor capital improvements.

Sincerely,

  
WARREN WEBER  
Chief  
Division of Rail



Gilbert O. Mallery  
President, Amtrak West



November 5, 2001

Rod Diridon  
Chairman  
California High Speed Rail Authority  
925 "L" Street, Suite 1425  
Sacramento, CA 95814

Dear Chairman Diridon:

As the California High Speed Rail Authority moves toward adopting final alternatives to be pursued for California's Very High Speed rail system, I wanted to offer our support for the proposed alignment and station locations to be further evaluated in the Los Angeles – Orange County – San Diego (defined as "LOSSAN" by the Authority) Corridor.

Amtrak has long supported a comprehensive high-speed passenger rail network that includes aggressive upgrade of the current intercity rail corridors to speeds of up to 125 mph, as a network feeder system to a very high-speed rail line operating at speeds of 200 mph or more. This comprehensive system would capture the ridership, serve today and tomorrow's populations centers, help reduce highway and airway congestion, improve air quality and promote smart growth.

The Authority's proposed alignment for the southern end of the corridor is a wise use of resources, recognizes the population base and reflects the constraints on building a separate alignment in Southern California. As Amtrak participated with the Authority staff, its consultants, and other stakeholders, it became clear that a mixed-use passenger and freight corridor would be required in the LOSSAN corridor. This mixed-use corridor would build upon today's LOSSAN corridor in an incremental fashion that would allow for planned expansion of Amtrak, Metrolink and Coaster service. This would allow for passengers to connect to the planned statewide very high-speed rail system in Los Angeles Union Station or a central Orange County location, with a dedicated very high-speed alignment to Los Angeles and beyond.

As you know, Amtrak operates 22 trains each weekday and 24 trains each weekend day in the LOSSAN corridor. Our long-range plans call for 32 daily trains (hourly service) 7 days per week with a trip of 2 hours. In addition, Metrolink and Coaster service operate an additional 56 trains each weekday with plans for more service in the future. The sheer volume of trains requires a comprehensive upgrade of the LOSSAN Corridor, including double tracking the entire corridor and four main tracks between Fullerton and Los Angeles. It is with the above knowledge that Amtrak has been working with the California High

*Chairman Rod Diridon  
November 5, 2001  
Page 2*



Speed Rail Authority staff to develop a Program Environmental Impact Report/Environmental Impact Statement.

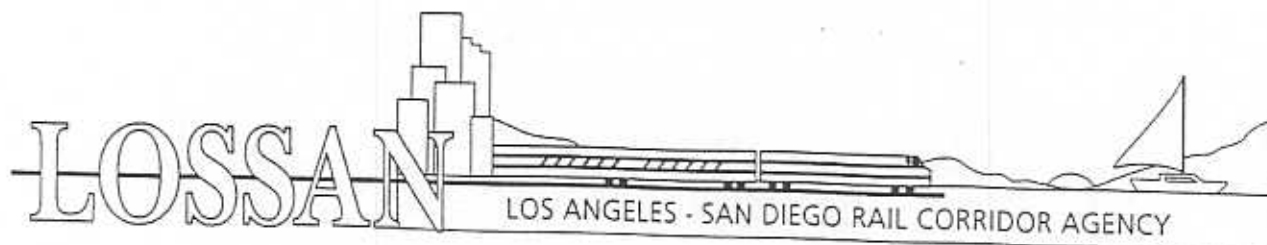
Amtrak urges the California High Speed Rail Authority to adopt the preferred alignment and station locations for further study. We look forward to working with the Authority Board and staff to complete the Program Environmental Impact Report/Environmental Impact Statement so that funding can be approved and construction can commence on the upgrade of the LOSSAN corridor.

We appreciate the opportunity to be part of the stakeholders working group in the LOSSAN Corridor and look forward to additional participation in assisting the California High Speed Rail Authority plan a Very High Speed Rail System for California.

Sincerely,

A handwritten signature in cursive script, reading "Gil Mallery".

Gil Mallery  
*President, Amtrak West*



Mr. Mehdi Morshed  
Executive Director  
California High-Speed Rail Authority  
925 L Street Suite 1425  
Sacramento CA 95814

October 26, 2001

Dear Mr. Morshed:

LOSSAN continues to support the work of the Authority to plan and implement a statewide high-speed passenger rail program. At our October 5, 2001 meeting, the LOSSAN Board of Directors received an update on the Coastal Los Angeles to San Diego via Orange County Corridor Draft Screening Report.

Overall, the Board was accepting of the work to date. In terms of the staff recommendations, the specific comments were:

The Board expressed concern with the recommendation to eliminate the direct link between Los Angeles and LAX from further study at this time. In light of the renewed need for travel options other than air since September 11, 2001, Board members stressed that this link is important to the corridor.

Board members also stressed the need to continue to study a high-speed option on the Inland Los Angeles to San Diego via Riverside County Corridor along with the incremental improvements in the LOSSAN Corridor.

LOSSAN is a joint powers agency of rail operators, regional transportation planning agencies, and rail owners along the *Pacific Surfliner* corridor between San Diego and San Luis Obispo. Since 1989, LOSSAN member agencies have worked together to improve intercity passenger rail services in the corridor including planning and funding capital improvements and coordinating activities with commuter rail and freight operations in the corridor.

We look forward to continued work with the Authority to improve the LOSSAN corridor and its connections to other metropolitan areas of California. Thank you for the opportunity to comment on this important project.

Sincerely,

HONORABLE JULIANNE NYGAARD, Chair  
LOSSAN Rail Corridor Agency

*Staffed by the San Diego Association of Governments, 401 B Street Suite 800, San Diego CA 92101*

**MEMBER AGENCIES**

Los Angeles Metropolitan Transportation Authority • Orange County Transportation Authority  
North San Diego County Transit Development Board • Metropolitan Transit Development Board • San Diego Association of Governments  
Southern California Association of Governments • California Department of Transportation

1255 Imperial Avenue, Suite 1000  
San Diego, CA 92101-7490  
(619) 231-1466  
FAX (619) 234-3407

November 1, 2001

Att. C, AI 31, 11/1/01

ADM 120 (PC 20220)

Mr. Mehdi Morshed, Executive Director  
California High-Speed Rail Authority  
925 L Street, Suite 1425  
Sacramento, CA 95814

Dear Mr. Morshed:


Subject: SUPPORT FOR CALIFORNIA HIGH-SPEED RAIL AUTHORITY SCREENING  
RECOMMENDATIONS

On November 1, 2001, the Metropolitan Transit Development Board of Directors took action to support, in concept, the California High-Speed Rail Authority's (HSRA's) screening recommendations regarding the high-speed train alignments and stations for the both the Los Angeles to San Diego via Orange County corridor and the Los Angeles to San Diego via Inland Empire corridor. We understand that the screening recommendations include:

- elimination of the I-5 coastal alignment from further study in the Los Angeles to San Diego via Orange County corridor;
- continued investigation of nonelectric, steel-wheel-on-steel-rail technology for the Los Angeles-San Diego Rail Corridor Agency (LOSSAN) rail corridor segment south of Irvine, focusing on incremental improvements to the existing Amtrak rail service in this segment (Los Angeles to San Diego via Orange County corridor);
- elimination of Magnetic Levitation technology and steel-wheel-on-steel-rail technology that cannot share tracks with other rail services at reduced speeds in both corridors; and
- pursuit of statewide, electrified high-speed train service linking to the Los Angeles to San Diego via Inland Empire corridor (I-15 corridor).

The MTD Board believes that a high-speed train system is a prudent investment in the state's future mobility and would provide transportation benefits to Californians. We also request that the HSRA keep MTDB informed and involved in the future development of high-speed rail and high-speed rail improvements in these two corridors, particularly as it affects improvements on the LOSSAN corridor and coordination with the regional public transit system.

Sincerely,




  
Leon Williams  
Chairman

DDarro/L-HSRA.TBATES

Member Agencies:

City of Chula Vista, City of Coronado, City of El Cajon, City of Imperial Beach, City of La Mesa, City of Lemon Grove, City of National City, City of Poway, City of San Diego, City of Santee, County of San Diego, State of California

Metropolitan Transit Development Board is Coordinator of the Metropolitan Transit System and the Taxicab Administration

Subsidiary Corporations:  San Diego Transit Corporation,  San Diego Trolley, Inc. and  San Diego & Arizona Eastern Railway Company

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**MTDB**

Metropolitan Transit Development Board



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 (619) 231-1466  
 FAX (619) 234-3407

November 8, 2001

ADM 121 (PC20220)

Mr. Mehdi Morshed  
 Executive Director  
 California High Speed Rail Authority  
 925 L Street, Suite 1425  
 Sacramento CA 95814

Dear Mehdi:

Subject: Support for California High Speed Rail Authority Screening Recommendations

On November 1, 2001, the Metropolitan Transit Development Board (MTDB) of Directors took action to support, in concept, the California High Speed Rail Authority's (HSRA's) screening recommendations regarding the high-speed train alignments and stations for both the Los Angeles to San Diego via Orange County and the Los Angeles to San Diego via Inland Empire corridors. A letter transmitting that support was sent to you the same day.

However, in addition to this support action, the MTD Board also directed that the following recommendations be forwarded to the HSRA Board of Directors:

- Eliminate the SR 163 to downtown San Diego alignment option from further study in the Los Angeles to San Diego via Inland Empire corridor;
- Eliminate the Qualcomm Stadium station as a terminal for the statewide high-speed train network in the Los Angeles to San Diego via Inland Empire corridor, unless this alignment can be extended to serve downtown San Diego; and
- Pursue study of an additional alignment option for the statewide, high-speed train network linking Los Angeles to San Diego via Inland Empire that approaches downtown San Diego in the vicinity of the SR 94 corridor.

It is my understanding that these same recommendations have been made by the North County Transit District Board and the San Diego Association of Governments' High Speed Rail Task Force, and that the recommendations will be forwarded to the HSRA Board following an additional scoping period. We urge the HSRA Board to act as soon as possible to adopt these recommendations and approve them at its next regularly scheduled Board meeting in January 2002.

Thank you again for the opportunity to comment on this process. We continue to look forward to working with you to advance these projects

Sincerely,

Thomas F. Larwin  
 General Manager

DGunn/L-MMORSHEDTLARWI

Member Agencies:  
 City of Chula Vista, City of Coronado, City of El Cajon, City of Imperial Beach, City of La Mesa, City of Lemon Grove, City of National City,  
 City of Poway, City of San Diego, City of San Marcos, County of San Diego, State of California

Metropolitan Transit Development Board is Coordinator of the Metropolitan Transit System and the Taxicab Administration.  
 4 member agencies: (San Diego) Transit Corporation, (San Diego) Trolley, (San Diego) San Diego & Arizona Eastern Railway Company.





Dan FYI file

2 , August 2001

Mehdi Morshed  
Executive Director  
California High Speed Rail Authority  
925 L Street, Suite 1425  
Sacramento California 95814

Subject: August 1, 2001 CHSRA Public Meeting in San Jose  
Agenda Item 8 Program EIR / EIS Screening Reports

Dear Mehdi:

I was sorry to have missed the Board meeting in San Jose. I had hoped to participate in the discussions following the presentations by the consultants on their screening efforts.

I would like to take the opportunity to offer several comments regarding the screening evaluation of the Los Angeles - to - San Diego - via - Inland Empire Corridor. In particular I have concerns regarding the evaluation of the six alternatives discussed under Segment 3 between Mira Mesa and San Diego.

The six alternatives reviewed for this Segment include five alternatives which terminate at the Santa Fe Depot in downtown (or alternatively at the Airport just to the north) and one which stops about nine miles short of Downtown at the east end of Mission Valley, Qualcomm Stadium. To adequately compare these different alternatives they all need to terminate at the same location - the Santa Fe Depot .

The least costly method to connect Alternative 3.e to the Santa Fe Depot would be to utilize the existing MTDB system. This would require a transfer and a local commute to Downtown . The transfer might , on average, add 10 - 15 minutes, and the commute with 6 to 8 stops might add another 15 to 20 minutes. The Qualcomm alternative 3.e could be at least 30 minutes longer than the other alternatives instead of being the shortest travel time as suggested in the Engineering summary.

As an alternative to using MTDB to connect to Downtown the High Speed system could be extended south from a station at Qualcomm by tunneling along Rte 15 to I-

805 and then at grade or elevated along Rte 15 and Rte 94 to Downtown. The cost would be significant similar to the Alignment 3.d and would produce a travel time not too different than the other five alternatives. The termination of this extension would be on the east side of Downtown similar to 3.d.

Regarding connectivity to other modes and population centers I question the statement in the report that suggests that the termination at Qualcomm is best. The other five alignments all connect to MTDB, AMTRAK and the Coaster. In addition they all can serve the Airport as well. The termination at Qualcomm is served by only MTDB and is eight miles east of the Airport..

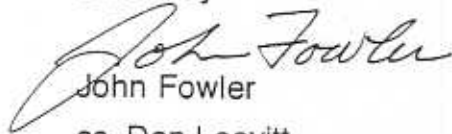
As far as serving the City of San Diego population centers the alternatives 3.a and 3.b would appear the best from the standpoint that they could serve University City, the west end of Mission Valley and Downtown, which are the three major employment centers with the largest amount of commercial office space.

I recognize the difficulty of resolving the connection between I-15 and the LOSAN corridor and the complications of bringing a new rail service into the Downtown area with its restricted ROW and Community and environmental concerns. However, to require all the users of the State system to transfer modes to reach Downtown San Diego is less than satisfactory. Further, to require all the commuters to transfer would seem to diminish its use by that group of users.

In conclusion, it is my personal view that the termination of the Inland Corridor alignment of the California High Speed Rail system at Qualcomm Stadium is not an appropriate way to serve the City of San Diego and its population.

I look forward to your thoughts on the above matters.

Sincerely

A handwritten signature in cursive script, appearing to read "John Fowler".

John Fowler

cc. Dan Leavitt



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DISTRICT OFFICE  
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SUITE 250  
SANTA CLARITA, CA 91355  
(661) 259-4518  
FAX (661) 259-3118

Assembly  
California Legislature



**GEORGE RUNNER**  
ASSEMBLYMEMBER, THIRTY-SIXTH DISTRICT  
VICE-CHAIRMAN, ASSEMBLY BUDGET COMMITTEE

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- JOINT COMMITTEE TO DEVELOP A MASTER PLAN FOR EDUCATION - KINDERGARTEN THROUGH UNIVERSITY
- SELECT COMMITTEE ON AEROSPACE INDUSTRY

October 23, 2001

High Speed Rail Authority

Members of the Commission :

I would like to request the High Speed Rail Authority support the Antelope Valley alignment proposal. The Antelope Valley is one of the leading aerospace regions in the country and is experiencing tremendous economic and population growth. This growth will ensure the success of High Speed Rail in the Antelope Valley.

High Speed Rail in California will not succeed without the public financing and support that Southern California can provide. By 2002, it is estimated that the combined population in Santa Clarita and Antelope Valley will reach 1.2 million. High Speed Rail will help to provide the transportation needs of this increasing population.

I ask that you give your fullest consideration to the Antelope Valley alignment to ensure the success of High Speed Rail in Southern California.

Sincerely,

George C. Runner, Jr.  
Assemblymember, 36<sup>th</sup> District

*Sent 10/25/01*



# Board of Supervisors County of Los Angeles

October 17, 2001

MICHAEL D. ANTONOVICH  
MAYOR

Mr. Mehdi Morshed  
Executive Director  
California High Speed Rail Authority  
925 L Street, Suite 1425  
Sacramento, CA 95814

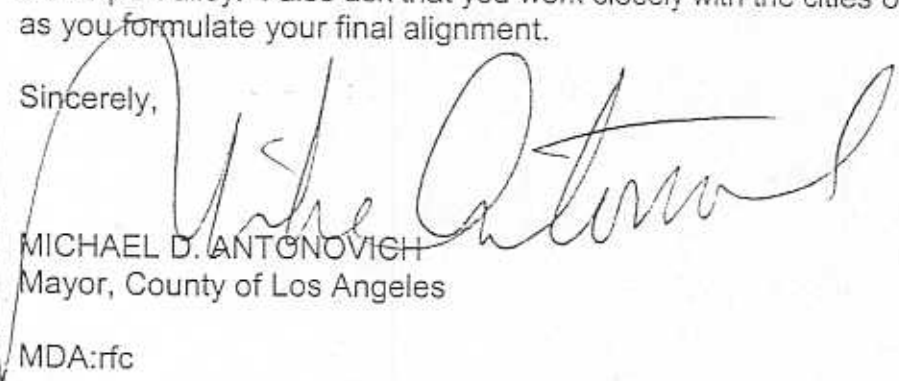
Dear Mr. Morshed:

I have reviewed the information on the eight alignment options being considered by the California High Speed Rail Authority for the segment between Bakersfield and Sylmar. Six of these alignments traverse the Antelope Valley. I enthusiastically support high speed rail service to the Antelope Valley and ask that your final alignment serve this area of Los Angeles County.

The cities of Lancaster and Palmdale, as noted in your Program Environmental Impact Report/Environmental Impact Statement (EIR/EIS), have experienced extraordinary growth in the last ten years. The continued growth of these cities creates a burgeoning need for transportation infrastructure. Undoubtedly, high speed rail will be an attractive means of travel for the residents of this area.

I encourage you to limit your current studies to the six alignments which pass through the Antelope Valley. I also ask that you work closely with the cities of Lancaster and Palmdale as you formulate your final alignment.

Sincerely,

  
MICHAEL D. ANTONOVICH  
Mayor, County of Los Angeles

MDA:r/c

cc: City of Palmdale  
City of Lancaster  
Department of Public Works

STATE OF CALIFORNIA—BUSINESS, TRANSPORTATION AND HOUSING AGENCY

GRAY DAVIS, Governor

**DEPARTMENT OF TRANSPORTATION**

DISTRICT 11  
2829 JUAN STREET  
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November 14, 2001

Mr. Mehdi Morshed  
Executive Director  
California High Speed Rail Authority  
925 L Street, Suite 1425  
Sacramento, CA 95814

Dear Mr. Morshed:

The California Department of Transportation (Department) would like to take this opportunity to comment on the California High Speed Rail Authority's (CHSRA) draft screenings for the route alignments and station locations for the Coastal and Inland corridors in San Diego County.

We understand that by reducing the number of alternative alignments this screening process will allow the CHSRA to focus future efforts on the most feasible alternatives for high speed and conventional rail improvements in the region. The CHSRA's recommendations for further study in San Diego, the inland alignment as the high-speed rail line and the concept of incremental conventional rail improvements to the coastal corridor, are supported by the Department.

Based on the findings of the screening report, we support the selection of the inland corridor as the preferred location for the high-speed line in the county. This alignment connects San Diego with the rapidly growing job centers in the Ontario area and the residential areas throughout southwestern Riverside County. Connecting San Diego via Riverside County to the statewide system also allows county residents to travel throughout the state without transferring between trains.

The Department is pursuing expansion of the I-15 freeway between SR-163 and SR-78 with the managed lanes concept. The first phase of the project is in engineering studies and extends from SR-56 to north of the Lake Hodges bridge and is proposed for construction by 2003. The project will include transit stations and direct connectors into the managed lanes. We anticipate fully utilizing the I-15 right of way for the managed lanes project. Use of the right of way within the managed lanes project limits for the high speed rail project may not be viable.

The three alignments remaining for further study for continuing the inland alignment from the Mira Mesa area to Mission Valley or downtown San Diego are viable alternatives for fitting the line within these developed areas. However, we feel that the most effective system would include direct access to Downtown, as the region's major employment and visitor center, and Lindbergh Field, the region's international airport. Some of these alternatives involve freeway rights-of-way and will require close coordination with the Department.

Mr. Mehdi Morshed  
November 14, 2001  
Page 2

We also support the concept of incremental improvements to the Coastal Rail Corridor. The environmental and community issues that are present in the coastal corridor make the introduction of high-speed rail problematic. The proposal to improve existing service by providing additional capacity, timesavings, and new facilities--such as tunnels--with appropriate environmental enhancements makes sense for this corridor.

We understand that the line will be electrified only as far south as Irvine. However, nothing will preclude electrification of the remainder of the line in the future, if the region supports that at that time. The alternative that proposed using the I-5 alignment for relocation of train service may have been feasible, but would have been costly to build and doesn't serve the market as well.

The Department is supportive of incremental improvements to the Coastal Rail Corridor as part of a multimodal system of transportation improvements in the coastal corridor. Additionally, the Department supports a long range collaborative planning effort with North County Transit District (NCTD), San Diego Association of Governments (SANDAG) and corridor cities that will undertake a corridor level environmental project level analysis to assess long-term needs, improvements and mitigation. To that end, Caltrans Rail Program and the CHSRA are starting a program environmental document for the Coastal Rail Corridor. In addition, the affected agencies in the corridor are developing a Memorandum of Understanding that will outline their collaborative efforts.

In summary, the Department views the remaining High-Speed Rail alternatives for study to be appropriate. We urge the Board to move forward with the project in the interest of greater mobility for the region and State. We want to work closely with the CHSRA as the project studies move forward.

Sincerely,



for JOHN A. BODA  
Interim District Director

Mr. Mehdi Morshed  
November 14, 2001  
Page 3

Bc: JBoda MS 25  
GPound MS 50  
Stoll MS 46  
Warren Weber – HQ, Division of Rail MS 74  
Patrick Merrill – HQ, Division of Rail MS 74



SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY

October 18, 2001

Dan Leavitt  
California High Speed Rail Authority  
925 L Street, Suite 1425  
Sacramento, CA 95814

Re: Draft First Screening Report for the California High Speed Train  
Program EIR/EIS

Dear Mr. Leavitt:

On May 15, 2001, the Southern California Regional Rail Authority (SCRRA) provided comments on issues that need to be addressed in several areas associated with the Program Environmental Impact Report/ Environmental Impact Statement (EIR/EIS) for the California High Speed Train System. Our comments were based upon the Notice of Preparation issued by the California High Speed Rail Authority on April 6, 2001.

The SCRRA is a California joint powers authority which is the operator of Metrolink commuter rail service and, acting for our member agencies, operates and maintains railroad right-of-way in the five county area utilized by our commuter rail service, Amtrak Pacific Surfliner and long distance service and Union Pacific and Burlington Northern Santa Fe freight service. Our five member agencies own the rights necessary to operate commuter rail on existing rights-of-way. As a procedural matter, we draw your attention to the mandatory consulting provisions of State CEQA Guidelines Section 15086, which indicates, among its other relevant requirements, that SCRRA, as well as a number of its public agency members and city and county station locations are covered by the mandatory consultation requirements of this section. In addition, the SCRRA, our member agencies, and city and county station owners will need to approve construction and operating entitlements, and are therefore responsible agencies for purposes of CEQA.

The comments were provided in three substantive areas of concern for the SCRRA Board: Service Competition and impacts on Metrolink stations and surrounding communities, Right-of-way / Construction Conflicts, and Metrolink Subsidy / Operating and Capital Cost Impacts. The concerns that should be addressed in these areas are summarized in the letter provided in Attachment A. In reviewing the work to date, we are concerned that the issues related to construction and operation on our rights of way is not being addressed prior to elimination of other alternatives.

In addition to these ongoing concerns addressed in our May 15 letter we have the following comments related to the Draft First Screening Report.

Member Agencies:  
Los Angeles County  
Metropolitan Transportation  
Authority.  
Orange County  
Transportation Authority.  
Riverside County  
Transportation Commission.  
San Bernardino  
Associated Governments.  
Ventura County  
Transportation Commission.  
Ex Officio Members:  
Southern California  
Association of Governments.  
San Diego Association  
of Governments.  
State of California.



Pages 20 – 24 Bakersfield to Los Angeles Routes

Routes both directly from Bakersfield to Los Angeles and a longer route through the Antelope Valley are being studied. While an initial system will have to choose between them, a long-range plan would be to accommodate both routes. Whichever route is selected for initial construction should have key junction points "roughed out" for an efficient connection to the other route at a later date. For example, if the direct route is selected, in future years a HSR connection is likely to be built to serve the Antelope Valley and a regional airport with a junction near Sylmar. Alternately, if the initial route goes through Antelope Valley, in future years the time savings and ridership growth offered by the direct route may become very attractive for a second phase of the HSR program.

The Antelope Valley market would appear to be almost entirely a commuting service to the Los Angeles area, and perhaps built as a branch or spur rather than to deviate the whole north-south route eastward to pick up this market.

Page 25

The route from Sylmar to Union Station is owned by the LACMTA and Metrolink operates, maintains and dispatches the route. It is known historically as the Southern Pacific line, the Union Pacific is a successor to SP and has freight train operating rights on the line. Route discussions should probably call this the "Metrolink" or "MTA" corridor. UP does not have an ownership position.

This route is in current use for commuter passenger service and for local and interstate freight transportation. Both passenger and freight uses are projected to grow substantially. Construction impacts and the final configuration of the combined HSR/MTA Corridor must recognize the current and continuing public utility of this route.

Page 28

The combined "UPRR I-5" route appears to be the most reasonable. The concept of placing the HSR in a trench north of Burbank has merit, but only if the existing rail services are also grade separated. This may lead to a four-track wide trench, which would have interesting construction impacts, but is not a fatal flaw. The trench would have to surface as it crosses Tujunga Wash, however this is not an unreasonable distance from adjoining road crossings. To place the HSR in a trench and leave the existing rail line at surface would be unacceptable to Metrolink as there would then be no possible way to grade separate the existing surface streets in the future.

One additional advantage of using I-5 south of Burbank is that the MTA plan for a LRT line to Burbank Airport would not be impacted.



There appear to be too many stations listed for a HSR line. HSR stations should be quite far apart in order to achieve highway and airline competitive speeds. One stop at Sylmar and the terminal at Los Angeles would be sufficient if local rail service connected these two end points. "Super Express" trains may even skip Sylmar in order to achieve airline competitive times to northern California.

The existing Union Station would probably be severely overloaded with the combined effects of new HSR passengers and the projected growth of existing and planned Commuter rail, regional rail, and transit services.

Either of the alternate sites could be served by a one-station extension of the MTA Red Line, or by a people mover or moving sidewalk to the existing Union Station.

Page 32

Discussion of the routes involving the two UP lines should recognize the opportunity to rationalize these routes in order to optimize freight, commuter, and HSR services. An alternate approach is to place most of these services in the same corridor and to then completely grade separate and environmentally isolate that corridor.

The UP / Colton line is used by Metrolink (on a separate track, under a right of way easement) between El Monte and Baldwin Park. Metrolink's 30-Year Expenditure Plan calls for adding a second track to the El Monte end of this easement. The Metrolink track crosses over the UP line on a viaduct near the San Gabriel River, which would require extensive modification if a HSR line is added to the corridor.

The UP / Riverside line is used by Metrolink (on a trackage rights agreement, Proposition 108 State rail bond and local funding financed additional operating rights and capital improvements for the UP to accommodate this service) from Riverside to Los Angeles. In addition to the freight traffic, there are 12 weekday and 4 weekend commuter trains on this line. This line also has very good connections to the Alameda Corridor and is likely to experience 100% or more growth in freight traffic over the next two decades.

Page 35

Too many stations are being considered for a true HSR service. The local passenger service should be assigned to Metrolink, with connections at about 30-50 mile intervals to the HSR lines.

Page 38

The "BNSF San Jacinto Line" is owned in fee by RCTC. The BNSF has freight operating rights and is the only current operator on this line. The RCTC has adopted strategic plans to implement commuter passenger service on this line. Portions of the line north of SR-60 have sharp curvature. If the HSR line follows this corridor, it would be required to deviate from portions of the route in order to achieve acceptable speeds. This diversion should also be made available to RCTC in order to improve running times for (future) commuter trains. The route south of SR-60 appears to be wide enough to accommodate both a two-track HSR line and a combined local freight and commuter line, all at grade. Many existing roads cross both the tracks and I-215 on overpasses so grade separations are relatively simple on this portion.

Page 50

The concept of a high quality regional rail service to carry HSR passengers to the coastal communities while using a true HSR service via the I-15 to connect the end points of San Diego and Los Angeles appears to be the best option for gaining public acceptance for a statewide system. Such a service would use rolling stock compatible with the general system of railroad transportation within the meaning of the FRA. This rolling stock might be too heavy for true high-speed service (but could operate at 150 MPH as with Acelea) but by being able to share tracks with other operators, represents a large savings of infrastructure investment.

A service plan with a strong regional service (as with Caltrans/Amtrak "Surfliners") performing express service with stops no closer to each other than about 15-20 miles and a commuter service (as with Metrolink and Coaster) serving all stops is also viable. This is a way to address community expectations for stations without compromising end-to-end travel times.

Caltrans, BNSF, Amtrak, and Metrolink have developed a long-range concept for building up the BNSF corridor to four tracks from Los Angeles to Fullerton with passenger service generally on the two south tracks and freight service on the two north tracks (however all tracks would be available to all operators for purposes of detours around work or delivery of local freight). This four-track configuration should be the starting point for any discussion on adding HSR service to this line.

Page 55

The assumption that passengers would be required to change trains at Los Angeles may be mitigated if a service plan is developed whereby electric locomotives replace fossil fuel locomotives at Los Angeles. This plan would use trains of cars designed for high-speed service and to be compatible with the mixed use of the LOSSAN corridor. Dual-

mode locomotive technology is available and currently used by Metro-North in New York. That concept may be applicable to eliminate motive power changes.

Adding Overhead Catenary System (OCS) to the BNSF portion of the corridor may have severe institutional and cost impacts.

The improvements to the corridor would benefit all present users, and if passing sidings were built, the added services would not adversely impact present services. In particular, the European example of station tracks would permit express trains to pass locals while the locals make station stops.

Page 64

High-speed trains that would share tracks with conventional equipment will be constrained to conventional speeds unless signal systems with on board receivers are implemented for all trains on the corridor. This situation may change if (when?) the FRA orders freight and conventional passenger operators to adopt some form of Positive Train Separation (PTS) system, and thereafter to equip all of their locomotives with the appropriate technology.

A prudent approach would be to tolerate the conventional speeds in these corridors until such time as the FRA issues a PTS decision, meanwhile building the track geometry and other infrastructure needed for future increased speeds.

Other considerations for shared use of tracks are platform height, ride quality, and right of way security.

European HSR trains use platforms that are floor height (approximately one meter above the rail), however clearance requirements for tracks used by freight trains prohibit such platforms in California. High platforms do offer the safest, quickest boarding. Station bypass tracks for freight trains and separate platforms for commuter and regional trains on the bypass tracks may be required.

Tracks used by large numbers of freight trains are difficult to maintain to the limits of track geometry deviations required for even moderately high-speed passenger trains. This situation can be mitigated by careful selection of components and design of infrastructure, and by careful management of the maintenance process, including payment to line owners for higher levels of maintenance.

A thorough grade separation program can enhance right of way security for both HSR and improved conventional lines. Unless and until such separation is achieved, additional fencing, signage, lighting, and education of the public, money for maintenance of these features, and increased attention by law enforcement agencies is essential.

High Speed Train System  
October 18, 2001  
Page 6

Should you have any questions on our comments or during the ongoing preparation of the EIR/EIS, please call me at (213) 452-0273 or Steve Lantz at (213) 452-0207.

Sincerely,



DAVID SOLOW  
Chief Executive Officer

Cc: SCRRRA Board  
SCRRRA Member Agency Executive Directors  
FRA

May 15, 2001

David Valenstein, Environmental Program Manager  
Office of Passenger Programs  
Federal Railroad Administration  
1120 Vermont Avenue (MS 20)  
Washington, DC 20590

John Barna, Deputy Director  
California High Speed Rail Authority  
925 L Street, Suite 1425  
Sacramento, CA 95814

Re: Notice of Preparation for the California High Speed Train System

Dear Mr. Valenstein and Mr. Barna:

The purpose of this letter is to highlight issues that need to be addressed in several areas associated with the Program Environmental Impact Report/ Environmental Impact Statement (EIR/EIS) for the California High Speed Train System. Our comments are based upon the Notice of Preparation issued by the California High Speed Rail Authority on April 6, 2001.

The Southern California Regional Rail Authority (SCRRA) is a California joint powers authority which is the operator of Metrolink commuter rail service and, acting for our member agencies, operates and maintains railroad right-of-way in the five county area utilized by our commuter rail service, Amtrak Pacific Surfliner and long distance service and Union Pacific and Burlington Northern Santa Fe freight service. Our five member agencies own the rights necessary to operate commuter rail on existing rights-of-way. As a procedural matter, we draw your attention to the mandatory consulting provisions of State CEQA Guidelines Section 15086, which indicates, among its other relevant requirements, that SCRRA, as well as a number of its public agency members and city and county station locations are covered by the mandatory consultation requirements of this section. In addition, the SCRRA, our member agencies, and city and county station owners will need to approve construction and operating entitlements, and are therefore responsible agencies for purposes of CEQA.

Further, it is not clear from the NOP whether there will be project specific environmental documentation for all implementation alternatives, or whether the programmatic documents could be used for project implementation. Therefore, the review opportunities are not clearly set forth in the NOP. Also, it is difficult to determine from this very general description in the NOP whether the alternatives analysis and listing of the probable environmental impacts is complete.



At this time, the SCRRA Board has three substantive areas of concern: Service Competition and impacts on Metrolink stations and surrounding communities, Right-of-way / Construction Conflicts, and Metrolink Subsidy / Operating and Capital Cost Impacts. The concerns that should be addressed in these areas are summarized below.

Service Competition – Separate analyses are required to clearly understand the potential competitive and complementary service issues between Metrolink and High Speed Train service. To be complementary, the Metrolink service will have to be treated as a feeder service to the new regional high-speed trunk line. Complementary operating plans and common station access elements must be developed. The impacts of the High Speed Train system on Metrolink must be considered in the EIR/EIS.

By taking cars off the road, Metrolink has a beneficial environmental impact. We are concerned that the High Speed Train system, by limiting our capacity or by increasing our operating costs or subsidies, will limit our ability to meet projected ridership demand and to continue to divert automobile trips. As a result the High Speed Train system will have an adverse environmental impact.

The Metrolink stations are not owned by Metrolink but by the local cities or the SCRRA member agencies. Station cities that are continuing to invest in what are proposed to be joint Metrolink / High Speed Train stations would be faced with a quantum increase in station access issues and operational costs. These jurisdictions are already experiencing community and financial impacts as their stations approach design capacity. The impact of this added burden on these cities would have to be considered in order for the High Speed Train project to accurately reflect the additional capital cost to expand street and highway access, station parking and transit facilities and the ongoing subsidy required to operate the expanded stations and/or the greatly increased transit access. We strongly suggest that you communicate directly with the potentially affected jurisdictions.

The issues that must be addressed in the EIR/EIS are listed below:

- a. The impact of Metrolink rider diversion to the High Speed Train System
- b. The impact of the High Speed Train system on growth of Metrolink due to both physical and financial constraints on Metrolink's ability to expand service
- c. The impact of the High Speed Train system on growth of goods movement by rail due to physical and financial constraints on Metrolink.
- d. The impact of the high speed train system on joint station access requirements (must consider both parking and transit feeder needs)
- e. Additional costs and impacts in the vicinity of station locations related to street and highway congestion must be addressed
- f. Since this will be an FRA safety-regulated operator, identification of construction requirements and costs and increased operating costs unique to such an operation must be addressed.

- g. FRA requirements and limitations for shared use of Metrolink-dispatched lines that carry both passenger and freight services must also be addressed.

Right-of-way / Construction Conflicts – Segments of the High Speed Train technology will require a dedicated right-of-way, and will likely be constructed on aerial structure with aerial stations above Metrolink and freight tracks. Other segments of the High Speed Train network, in congested urban corridors, may be operating in mixed traffic. Design coordination is required with the owners of the rights-of-way, the commuter and freight operators, and the station owners during the preparation of the Program EIR/EIS. Specific issues related to SCRRA right-of-way include the following:

- a. Adopted regional plans call for Metrolink service to grow from 33,000 daily riders to more than 80,000 daily riders by 2020. To accommodate this growth, SCRRA will need to expand track capacity. The construction of a new High Speed Train structure and/or integration of High Speed rail into at-grade track facilities on existing rail right of way will require the use of land that could have otherwise been used to expand conventional rail service facilities. The detailed design of the High Speed Train system must actually re-design the whole rail corridor for this combination of uses, and must recognize the ultimate build-out of the conventional system. Some of the details to consider in these designs are impacts on parallel and transverse utilities (buried and aerial), sight lines for signals and stations, passenger access to stations, future additional tracks, and impacts where the design forces tracks closer to adjoining sensitive receptors.
- b. For those segments of the High Speed Train network, in congested urban corridors, that may be operating in mixed traffic, the EIR/EIS must address the impacts on both passenger and freight rail service of the shared use of existing rail rights-of-way. Issues to be addressed will include FRA regulation, constraints on growth of existing passenger and freight rail services, competition between these modes, and operational impacts.
- c. The use of the SCRRA alignment through the area around our Central Maintenance Facility has unacceptably sharp curves. The High Speed Train alignment may need to return to the original Southern Pacific alignment (on a viaduct?) parallel to San Fernando Road.
- d. If the High Speed Train route (either as a spur or enroute to Bakersfield) follows the SCRRA corridor through the Santa Clarita/Soledad canyon, almost no use of the actual right of way is feasible due to curvature and erosion threats from the river. A new alignment with larger radius and above flood stages is required. This corridor should be shared with the SCRRA commuter service.
- e. The Fullerton to Los Angeles corridor is nearly saturated and is constrained by industrial railroad freight uses. The Amtrak/BNSF plan to build out to four tracks will further constrain the ability of the High Speed Train system to use this corridor.
- f. The rail access to Los Angeles Union Station must also be studied very carefully. There are already several different projects proposing to access this station and



- the railroad right-of-way into the station is already limited. In addition, the idea of dropping tens of thousands of High Speed Train passengers into Union Station must include massive improvements to the pedestrian, baggage, and transit connection services. This may be slightly mitigated if Los Angeles is not an end point terminal (e.g. the line continues toward LAX) as the station tracks would not be held by trains awaiting servicing and turning for return trips.
- g. The impact on Metrolink services during construction of the High Speed Train stations and coordination of construction without interrupting service at Metrolink Stations also needs to be carefully addressed in the EIR/EIS.
  - h. Similarly the construction impacts of the High Speed Train system on both SCRRA and freight operations must be carefully addressed in the EIR/EIS.
  - i. The primary design element of the high-speed operation is that it is completely grade separated from highway (and pedestrian) traffic. If an existing railroad corridor is used for a High Speed Train route, the grade separation effort must result in separating all rail lines from conflicting traffic. These design criteria should include station and platform access. Failure to grade separate all rail lines will result in a permanent grade crossing conflict, as with the High Speed Train line separated, there will most often be no other possible place to adjust the street or existing track profile. This imposes an unacceptable burden on the community (risk of accident, noise, traffic delay) and on the rail operators (accident, liability, speed constraints).
  - j. ROW availability must be considered not only for Metrolink, but also for freight expansion (double tracking, station conflicts) or any other transportation priorities of ROW owners
  - k. The EIR/EIS should address engineering feasibility within existing ROW.
  - l. Environmental impacts of constructing outside the existing ROW will need to be addressed.
  - m. The EIR/EIS must address the impact of noise and vibration in non-industrial areas.
  - n. If Maglev is the chosen technology, the propulsion frequencies (0 to 240 Hz) are in the same range as the SCRRA signal system pulse-coded track circuits. The impacts and mitigation of this situation must be considered.

The total, exact, use of existing rail corridors will impose geometric constraints on the High Speed Train system because the design criteria for classical rail lines tolerated much sharper curves. It is expected that the High Speed Train system will deviate from existing rail corridors at locations of sharp curvature. At these locations where the alignment of an existing corridor is improved the best thing for all transportation stakeholders would be to share this improved alignment with the present users of the corridor. This should result in timesavings for all rail passengers, and the opportunity to return the old alignment back to another land use.

There may be several opportunities to mitigate the impact of the High Speed Train system that will reduce the impacts of other rail operations. Examples of this include the elimination of whistle noise (due to grade separation), sound barriers that isolate all rail vehicles, and possibly landscaping/linear parks along the right of way. These good works should be identified and integrated into the environmental process.

Metrolink Subsidy / Operating Cost Impacts – SCRRA staff is not yet convinced of the viability of profitable High Speed Train operations and is concerned that already scarce local resources will be diverted to meet operating and maintenance subsidy and debt service if revenue projections are not met. As you know, similar issues may arise with toll road funding in Orange County and the SCAG MAGLEV projects because of overly optimistic forecasts.

Metrolink and the High Speed Train system would have several common stations on all lines of the Metrolink system. SCRRA staff is very concerned with the operational subsidy requirements of these stations as well as the Metrolink system, particularly if the competition results in the High Speed Train system attracting riders from Metrolink trains rather than from single occupant vehicles. In addition, a logical consequence of lower than expected High Speed Train ridership would be to seek operating subsidies that would allow reduction of fares, a double edged sword for Metrolink since High Speed Train would be competing for subsidies and offering more competitive fares to attract Metrolink riders. Diversion of these subsidies from Metrolink to High Speed Train would have a significant effect on the viability of the Metrolink system. By taking cars off the road, Metrolink has a beneficial environmental impact. By increasing our operating costs or subsidies the High Speed Train system will limit our ability to meet projected ridership demand and to continue to divert automobile trips. As a result the High Speed Train system will have an adverse environmental impact.

Detailed analysis is needed to determine if it is financially feasible for Metrolink to become a cost-effective High Speed Train feeder rail service, as envisioned given our projected headways. In addition, subsidy policies and fare policies would have to be evaluated as a coordinated set rather than in isolation so that the fare subsidy costs could be properly allocated through an equitable interagency agreement.

The EIR/EIS should address the mitigation of loss of revenue opportunity to the SCRRA and its member agencies in the areas of fiber optic, freight dispatch, billboard, and other commercial uses of our property.

#### Capital Cost Impacts

SCRRA staff is concerned that construction of the High Speed Train system will divert already limited state and federal funding from Metrolink projects. Although the two systems serve quite distinct interregional needs, the High Speed Train system should not

be funded in lieu of funding for expansion of the Metrolink system. The EIR/EIS must address the effect on available funding for all rail systems in the state.

Once we see conceptual designs and the draft EIR/EIS, we expect to make more detailed comments. Should you wish to make that information available on an earlier time schedule, we would be available to submit interim reviews. On that point, the draft schedule seems to anticipate an unrealistically short time for a reasonable review of these documents by interested parties. More than 60 days is clearly required in a project of this magnitude with a multiplicity of anticipated adverse environmental impacts. This meets the unusual circumstances test required to increase the public comment period under CEQA. As an example, the joint EIS/EIR for the Los Angeles International Airport Proposed Master Plan Improvements has a public review period of 180 days. Therefore, SCRRA requests that at least a 180-day public review period for this project be incorporated into the schedule.

The draft schedule in the NOP for finalization of the environmental documents after the comment period closes also seems unreasonably short. In light of the number of substantive comments which can reasonably be expected, and the requirement to provide written responses which provide a good faith reasoned analysis with supporting factual information, a time period this short suggests the comments to the documents could not be appropriately evaluated and incorporated into the final documents.

In addition, we expect to review all designs within the territory owned by our member agencies and be reimbursed for this review. The review will ensure technical and regulatory compliance with the California PUC and Federal track and signal standards, SCRRA engineering standards, access for maintenance and preservation of freight service obligations, preservation of freight and Metrolink expansion plans, and compatibility with the existing Metrolink signal and communications system.

Should you have any questions during the preparation of the EIR/EIS, please call me at (213) 452-0273 or Steve Lantz at (213) 452-0207.

Sincerely,

DAVID SOLOW  
Chief Executive Officer

Cc: SCRRA Board  
SCRRA Member Agency Executive Directors



BOARD OF DIRECTORS

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Governor's  
Ex-Officio Member

September 26, 2001

Board of Directors  
California High-Speed Rail Authority  
925 L Street, Suite 1425  
Sacramento, CA 95814

Dear Board of Directors:

The Orange County Transportation Authority (OCTA) supports high-speed rail service into and through Orange County. OCTA appreciates the opportunity to be involved in the California High-Speed Rail Authority's (CHSRA) high-speed rail planning.

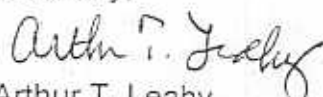
Initial corridors studied by the CHSRA greatly impacted the communities and facilities of Orange County. The CHSRA has worked with and listened to the cities and agencies of Orange County, through Local Agency Working Groups.

OCTA does not support the Pacific Electric Right-of-Way (PE ROW), I-5, San Joaquin, or Foothill Corridor alignments. The PE ROW alignment is not supported due to inconsistency with local transportation projects being considered for this corridor. The I-5 alignment has serious issues with capacity and it conflicts with planned projects. The San Joaquin and Foothill Corridors miss major employment areas. OCTA is pleased that these alignments are recommended to be dropped from further study.

OCTA recommends the continued study of the Los Angeles - San Diego (LOSSAN) and Union Pacific Santa Ana Branch Line alignments for further evaluation. Concerns with the alignments have been expressed by Orange County cities. OCTA expects that these impacts will be fully mitigated in any further planning of the CHSRA.

Thank you for the opportunity to express our comments. We look forward to continuing to work with you through the Orange County Local Agency Working Groups.

Sincerely,

  
Arthur T. Leahy  
Chief Executive Officer

ATL:de



CITY OF ANAHEIM

Office of the Mayor

sent  
10/22/01

October 10, 2001

Mr. Mehdi Morshed  
Executive Director  
California High-Speed Rail Authority  
925 L Street, Suite 1425  
Sacramento, CA 95814

RE: SUPPORT FOR LOS ANGELES TO SAN DIEGO VIA ORANGE COUNTY  
ALIGNMENT B1b

Dear Mr. Morshed:

The City of Anaheim looks forward to serving as a key station and destination for the California High-Speed Rail (CHSR) service. High-speed rail service is vital to the continued development of our regional and statewide economic competitiveness.

Transportation systems need to be improved in order to reduce congestion on highways and on aviation and rail systems. The California High-Speed Rail system would be of national significance in reducing congestion across these modes. The B1b alignment would "set the table" for the most efficient transportation connections with regional and sub-regional transportation systems linking at the Edison International Field of Anaheim rail station. CHSR patrons could directly access AMTRAK inter-city rail, Metrolink commuter rail, express bus, rapid bus, and the potential California-Nevada Super Speed Train at an intermodal station in the Edison Field area.

Anaheim stands ready to work with public and private transportation interests to plan, design, and construct state-of-the-art transportation infrastructure and a significant intermodal station to enhance access for travelers.

If you would like to discuss this further, please contact Jim Ruth, City Manager, at (714)-765-5162.

Sincerely,

  
Tom Daly  
Mayor





**REDEVELOPMENT & ECONOMIC DEVELOPMENT DEPARTMENT**

303 W. Commonwealth Avenue, Fullerton, CA 92832-1775

Website: [www.ci.fullerton.ca.us](http://www.ci.fullerton.ca.us)

Telephone • (714) 738-6877

Fax • (714) 738-6843

October 16, 2001

*Sent 10/25/01*

Mr. Dan Leavitt, Deputy Director  
California High Speed Rail Authority  
925 L Street, Suite 1425  
Sacramento, CA 95814

Dear Mr. Leavitt:

Fullerton has been an active participant in the area's passenger rail improvement efforts for many years. To date, the City, Caltrans, and Amtrak have jointly invested over \$15 million in the Fullerton Transportation Center and have plans for further improvements in the future.

The California High Speed Rail Authority has been studying various alignment options for high-speed rail service between Los Angeles and San Diego. Fullerton has been represented at several of the planning meetings. On November 14, 2001, the Authority Board will consider a staff recommendation to narrow the number of alternatives for more detailed analysis.

A study of the feasible use of high-speed rail between Los Angeles and San Diego is essential to accommodate future travel patterns and increased densities, and to provide a full range of transportation modes. The screening process to date has been productive and the recommended alignments for further study appear to be reasonable. It is encouraging that the LOSSAN corridor has been adopted as the primary alignment and that a shared use with Amtrak and Metrolink is being considered.

This approach should be more cost effective because the grade separations and other safety upgrades would be duplicated if the LOSSAN corridor is not used. It would be more cost efficient to concentrate those improvements in the LOSSAN corridor rather than use high-speed funds to upgrade another alignment and use Amtrak funds to do the same work on the LOSSAN corridor.

Thank you for the opportunity to offer our comments. We will continue to participate in meetings on the study. Please be advised that these comments have been provided to our City Council but have not been officially approved by Council action. At such time as more details are available as to the impacts on Fullerton, we will have the City Council review the information for possible action.

Sincerely,



Gary A. Chapupsky, Director  
Redevelopment and Economic Development

mp  
cc: City Manager

f:\marion\gary\leavittl1r.doc



Office of the City Council

*Dan*  
*Sent*  
*10/22/01*

September 24, 2001

## City of Tustin

300 Centennial Way  
Tustin, CA 92780  
www.tustinca.org  
(714) 573-3010  
FAX (714) 838-1602

Ron Diridon, Chairman  
California High-Speed Rail Authority  
925 L Street, Suite 1425  
Sacramento, California 95814

### **SUBJECT: DRAFT FIRST SCREENING REPORT: HIGH SPEED RAIL**

Dear Chairman Diridon:

The City of Tustin has reviewed the Central Orange County alignment and station location recommendations presented in the Draft First Screening Report that was released to the public on September 17, 2001. The City of Tustin strongly opposes these recommendations.

The draft report recommends that various levels of improvement along the LOSSAN corridor be further evaluated in the environmental analysis. The recommendation is for incremental upgrades in the corridor rather than building a new system. The document also presents the recommendation that electrification and shared use of the LOSSAN corridor (with high-speed trains) be evaluated between Union Station and Irvine.

As indicated in my letters to you dated June 1, July 1, and July 19, 1999, the City of Tustin has opposed high speed rail through Tustin since 1984 because of the significant and unavoidable adverse noise, vibration, safety, aesthetics, and traffic impacts to the residents of Tustin. The burden of these impacts on existing residential areas of our community outweigh any potential benefits to our community.

The City of Tustin agrees with the California High Speed Rail Commission's finding that "...the existing LOSSAN Railroad Corridor suffers from environmental constraints and challenges which have led to public opposition to high-speed service on this alignment. The LOSSAN corridor appears to be best suited for incremental improvements to existing conventional rail service."

On behalf of the City of Tustin, I urge the California High Speed Rail Authority to oppose an Orange County high-speed rail alignment along the LOSSAN corridor through Tustin.

Tracy Wills Worley  
Mayor

Jeffery M. Thomas  
Mayor Pro Tem

Lou Bone  
Councilmember

Mike Doyle  
Councilmember

Tony Kawashima  
Councilmember



If you have any questions regarding the City's position or our request for the continuance, please contact me or Elizabeth Binsack, Community Development Director, at (714) 573-3031.

Sincerely,

A handwritten signature in cursive script that reads "Tracy Wills Worley". The signature is fluid and written in dark ink.

Tracy Wills Worley  
Mayor

cc: Vice Chairperson Leland Wong  
Member Donna Andrews  
Member Ernest A. Bates, M.D.  
Member Jerry B. Epstein  
Member John P. Fowler  
Member Edward P. Graveline  
Member Ben Hom  
Member William E. Leonard  
Member Tom Stapleton  
Executive Director Mehdi Morshed  
Dave Elbaum, OCTA  
Mark Pisano, SCAG  
Tustin City Council  
William A. Huston, City Manager  
Tim Serlet, Director of Public Works  
Elizabeth A. Binsack, Director of Community Development  
Doug Anderson, Public Works  
Scott Reekstin, Community Development



# City of San Clemente City Manager

Mike Parness, City Manager

Phone: (949) 361-8322 Fax: (949) 361-8283

October 25, 2001

Mr. Mehdi Morshed  
Executive Director  
California High Speed Rail Authority  
925 L Street, Suite 1425  
Sacramento CA 95814

RE: Alternatives Screening Evaluation for High Speed Rail Corridors  
Agenda of the Board of Directors, November 14, 2001

Dear Mr. Morshed and CHSRA Board Members:

This letter is to update our letter of September 7, 2001 regarding alternatives screening as it relates to the LOSSAN Corridor in the vicinity of San Clemente. Since your September 19, 2001 meeting, your staff has met with City representatives and opinion leaders in our community on October 2, 2001, in an effort to clarify their recommendations and explain the future steps that the study will take. We are extremely appreciative for their attention to our concerns.

Through all of these meetings, our primary objectives related to the High Speed Rail project and any improvements within the LOSSAN Corridor remain as we have previously stated:

- We strongly oppose any project that would increase traffic or propose physical improvement of the existing rail right of way within San Clemente; and,
- We would further prefer that the CHSRA project include provisions that would relocate the existing rail facilities away from their current location between the bluffs and the sea.

#### Modifications to the Staff Scoping Report Draft

Your staff has preliminarily indicated to us that the scoping report will be refined prior to your November meeting. In at least two respects, these refinements will be made to reflect response to our earlier comment letter:

- Further analysis will be provided to document reasons for the removal of the inland bypass alternative from consideration, and

- An explicit statement will be added, saying that overhead structures will not be used at beachfront locations from San Clemente south through San Diego County.

With regard to the first of these, we continue to be skeptical of the elimination of alternatives that leave incremental development of the beachfront LOSSAN route as the only study alignment. Your staff has repeatedly assured us that the remaining alternatives account for tunneling and removing the tracks from the beachfront, an assurance that we will seek to enforce as this process moves forward.

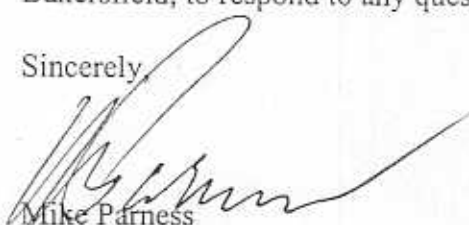
With regard to the modification pertaining to no overhead structures along the beach, we certainly support this change and its explicit inclusion in the final scoping report.

#### Future Steps

While we appreciate the attention that your staff has given to our concerns and their assurances with regard to future design alternatives and objectives, we will remain a concerned and vigilant participant in this process. The prospect of future funding for your project being uncertain, it is possible that Caltrans will be using these screened alternatives for their own analysis of improvements to the LOSSAN Corridor. With the passing of the processing baton and the possibility of gaps in time during the environmental process, we are naturally concerned that the stated intentions of your staff will not end up guiding this project. A feared possible outcome is that incremental improvements, not including the aforementioned bypass tunneling, will be pursued in direct opposition to the objectives that we have restated above.

Thank you for the opportunity to comment on this matter. We are especially appreciative of the additional opportunities presented through meetings with your staff and your special input session scheduled for October 26, 2001 in Burbank. We intend to have representatives at both that special session and at the meeting of November 14 in Bakersfield, to respond to any questions your Board may have.

Sincerely,



Mike Parness  
City Manager

Sent 10/22/01

# ORANGE COUNTY COASTAL COALITION



Thomas W. Wilson, Chairman  
10 Civic Center Plaza  
Santa Ana, CA 92702  
PHONE: (714) 834-3550 FAX: (714) 834-2670  
Website: <http://www.oc.ca.gov/supes/fifth>

October 12, 2001

Mr. Mehdi Morshed  
Executive Director  
California High Speed Rail Authority  
925 L Street, Suite 1425  
Sacramento, CA 95814

RE: Deleting High Speed Rail Corridor alternatives that impact coastal bluff and beach frontages

Dear Mr. Morshed:

The Orange County Coastal Coalition (OCCC) has asked me to convey to you our unanimous concern for any high speed rail corridor alignment that would in any way impact beach or coastal bluff resources along the Orange County coast.

We understand that your Board is considering an alternative through San Clemente that would require construction on or permanent improvements to beaches and coastal bluffs. This is a stretch of shoreline that has been stressed by natural and man-made forces for decades. The city, the County and the OCCC have been working diligently to provide planning, design and implementation of sand replenishment strategies and projects that would begin to rescue these beaches and restore them to their natural condition. A project such as the one contemplated by the California High Speed Rail Authority along the coastal bluffs would create on-going near-shore dynamics that would exacerbate the current sand loss and bluff instability.

Orange County's beaches, harbors, wetlands and estuaries draw millions of visitors each year. Brian Baird, California Ocean Program Manager for the California Resources Agency, has determined that California's coast contributes more than \$17.3 billion to the

**The Orange County Coastal Coalition is a partnership of cities, special districts, civic and environmental groups, the California Department of Parks and Recreation, the Department of Fish and Game, the Regional Water Quality Control Boards and the County of Orange working to preserve, protect and restore our coastal resources.**

October 12, 2001

state's economy. Beach attendance outweighs theme and amusement parks by 200 to 1. Clearly the economic impact of our beaches is significant, but it's important to remember that wide sandy beaches provide the best natural shoreline protection against storms, immeasurable recreational values and important habitat, as well.

Please eliminate any alternative from consideration that would be located on or under San Clemente's beaches and coastal bluffs. New transportation options are absolutely essential as we move into this new century, but as we plan for these new options, we must be cognizant of California's most visible and enduring natural resource – her coast.

Thank you for this opportunity to comment.

Sincerely,

A handwritten signature in black ink, appearing to read "Thomas W. Wilson", with a long horizontal flourish extending to the right.

THOMAS W. WILSON  
Chair, Orange County Coastal Coalition  
Supervisor, Fifth District, County of Orange